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CHAL-0587
Copy 6 of 18

6 March 1959

STAFF MEETING MINUTES - 3 March 1959

25X1

Personnel Present: Mr. Bissell
Col. Burke
Mr. Reber
Mr. Cunningham, Jr.
Col. Geary

[REDACTED]

[REDACTED]

CHALICE

1. VISIT TO EDWARDS - Col. Burke reported that everything he checked at the Test Site was in good shape. He noted that the Project hangar was outstanding in appearance and relationships between Col. [REDACTED] are outstanding. In addition, LAC consultations with [REDACTED] on all points of interest. Col. Burke reported that Fire Departments have combined at North Edwards and have created a more efficient service.

In addition, Col. Burke visited both [REDACTED] [REDACTED] Both were being maintained in good condition. [REDACTED] hangars and facilities were good, requiring only extension and reworking of the runway in the event GUSTO training was conducted there.

2. TEST STATUS BOARD - No change reported. IRAN of aircraft 342 is underway and is expected to be completed 15 April at which time 344 will go into IRAN.

[REDACTED] reported that Kelly Johnson would need one aircraft by 18 March and two more by June for J-75 modifications.

It was determined that LAC at the Test Site should be queried relative entire IRAN schedule.

ACTION: [REDACTED] and Operations Branch

[REDACTED] and Col. Geary stated that Kelly Johnson's initial report on the J-75 was good. Leaving slipper tanks off we may get as much as 5,000 feet increase in whole profile, admittedly sacrificing approximately 280 miles on range. Mr. Bissell indicated that

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USAF review(s)
completed.

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the second U-2 should go into IRAN and for J-75 Mods without waiting flight test on the first one. The first one will take three months. Furthermore, we should consider going ahead on all four, i.e., to extent of cutting metal. Col. Geary added that we have five J-75 engines on hand.

At this point Mr. Cunningham raised the question as to what we should tell [] about J-75 tests. It was decided we should tell them what we are doing but that we should emphasize that it is only a test program and we foresee four months program before any results will be known. Point of this is to avoid any attempt slow down there awaiting the increase in altitude.

ACTION: Operations

Mr. Bissell also requested that [] draw up a program covering the J-75 modification.

ACTION: Mr. Kiefer

In commenting on the need for a proposed IRAN schedule Mr. Bissell was concerned whether it would modify deployment plans in any way. He raised the query as to possibility of getting along with four aircraft.

ACTION: []

3. STATUS OF [] - [] reported a mechanical breakdown during the high altitude test in the circuitry system. Tests resume 3 March and may be completed this week. Mr. Bissell stated that if it can be reasonably successful at altitude we should go ahead operationally.

4. NON-CHALICE AF SUPPORT OF CIA - Mr. Bissell stated that on 4 March he would see General Smart and propose to him that a single consolidated point of contact for the Air Force in CIA be considered. Questions on TAB-6 or procedural matters will not be raised at this meeting. Mr. Bissell queried as to whether Col. Prouty had expressed any feeling pro or con relative such an arrangement and Col. Burke indicated that Col. Prouty stated no objections.

5. PROGRAM APPROVAL PROCEDURES AND RESPONSIBILITIES - Mr. Bissell outlined a recently approved (by DCI) change in procedures wherein approvals for Procurement Programs will be at the program stage rather than at the contract stage thereby making it possible to delegate to the Contracting Officer authority to approve contract

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documents within approved programs. This would cut down the paper work and the number of people and would be more meaningful in that the people who are working on a day-to-day basis on the individual contracts and amendments would be in a position to approve changes provided the program had been previously approved and was not a policy making change (approvals are DCI for over \$100,000, DD/P for under \$100,000 and Chief DPD-DD/P for under \$10,000).

This procedure would have the effect of allowing the Contracting Officer to approve the various kinds of Program amendments such as (1) when the program is translated into an actual contract and the estimate differs in some respects from the actual; the delegation to Chief, DPD to approve items under \$10,000 should apply to net change, not each change separately; (2) when items listed as possibilities in original program approval have to be made firm. Should such have to go to the DCI it should be briefly; (3) amendments to contracts and programs reflecting changes in scope of work. This has been in past a big problem. It has been the practice to approve piecemeal, usually to increase scope. Usually this is done informally by phone but the defect is that such changes can mount without warning and there is no money. In this connection the steps should be that the basic contract ought to specify reasonable tasks and an estimate of each task. There should be a statement of the major element of scope of work and a reasonably large price tag should be placed on each. With reference to on-call contracts (spares, new suppliers, etc.) we should arbitrarily put X money aside. Thus in the basic contract we will have tasks with price tags and in the on-call we will be buying services at an estimated amount. These will require amendments and in this connection sections responsible should initiate the amendment. The responsible section head should keep himself informed as to the financial aspects and be ready to reduce or increase as need be. This can be done in an informal fashion by dividing up the money and breaking down the budget to show what goes to each section, e.g., Admin for guards, Material for spares, Operations for Flight Safety items, etc. This will sharpen responsibility on all section heads for watching and for initiating changes where necessary.

ACTION: All Sections

6. OTHER ITEMS - Mr. Bissell directed that before the end of the week or as soon thereafter as possible to get urgent considera-

ACTION: Mr. Cunningham

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Mr. Bissell also spoke on the CHALICE Evacuation Plan, both for
go to the President for a repeat on [redacted] operation, but not

Mr. Bissell also spoke on the CHALICE Evacuation Plan, both for
field stations and Headquarters and stated we must formulate plans
now.

ACTION: Mr. Cunningham, [redacted]

Mr. Bissell again restated his desire to have definite procedures
regarding control of non-CHALICE air operations. He emphasized that
he wants DPD to be known as the locus of the best technical judgment
of air operations as distinguished from requirements, security and
political aspects which are primarily area division concern.

ACTION: [redacted]

APPROVED:

WILLIAM BURKE
Colonel, USAF
Acting Chief, DPD-DD/P

Distribution:

- 1 - DD/P
- 2 - A-DD/P-P
- 3 - A/C, DPD-DD/P
- 4 - Mr. Reber
- 5 - Admin DPD-DD/P
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- 9 - Personnel DPD-DD/P
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- 11 - Materiel DPD-DD/P
- 12 - Commo DPD-DD/P
- 13 - Ops DPD-DD/P
- 14 - PDO DPD-DD/P
- 15 - Finance DPD-DD/P
- 16 - Col. Geary
- 17 - Air Div DPD-DD/P
- 18 - Admin Chrono DPD-DD/P

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30 APR. 1959

PROGRAM APPROVAL

1. Purpose - To obtain improved performance in U-2 aircraft through installation of J-75 engines.

2. Description of Work or Services Required

Installation of J-75 engines in 4 U-2 type aircraft. Total estimated cost [] J-75 engines plus modifications are being procured via Air Force using Air Force funds. Seven engines will be available for the 4 installations. Contractor is to proceed with the installation of 1 engine in aircraft number 342 and to conduct a flight test program beginning approximately mid-May 1959 and extending for no more than 4 months. A second installation will be made in aircraft number 358 beginning mid-March. Expected delivery will be between mid-May and early June. The contractor is also building new dusting engine mount provisions, etc., for the additional 2 aircraft.

3. Expected Additional or Related Work or Services

The J-75 engine installation is expected to be performed in conjunction with IRAN on these 4 aircraft. The document does not cover the approval for the IRAN program which is estimated to cost between [] per aircraft. The contractor now has aircraft number 342 in hand for IRAN and J-75 installation. The contractor recommends that aircraft number 358 be delivered by mid-March or earlier for installation number 2 and recommends that numbers 360 and 355 be delivered to the contractor's plant no later than 1 June 1959.

4. Total Estimated Cost

The cost breakdown is [] for the first J-75 installation and 4 month flight test program. [] for miscellaneous spare parts, [] for new ducts and other parts for the remaining 3 installations, [] for engine installation in remaining 3 aircraft.

5. Delivery Schedule or Period of Performance - as indicated in 2 and 3 above.

SIGNED

Authorized IDP-ID/P Requester

APPROVED: (or RECOMMENDED FOR APPROVAL:
(Approving officer strikes out one)

SIGNED

*
RICHARD M. WISEMAN, Jr.
Deputy Director
(Plans)

SIGNED

ALLEN W. DULLES
Director

6. Conditions of Approval:

14 C.P.C.
DDOI

18 MAY 1959

* The above to be funded within the already approved CHALICE budget for Fiscal Year 1959.

EPK:aml (6 Mar 1959)

- 1 - Contracts
- 2 - ID/P
- 3 - Finance
- 4 - R & D Subj
- 5 - R & D Chrono ✓